

COUNTRY East Germany

TOPIC Il-28 Aircraft Stationed at Jueterbog-Altes Lager Airfield

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25X1 EVALUATION [] PLACE OBTAINED [] 25X1

DATE OF CONTENT December 1952 to January 1953

25X1 DATE OBTAINED [] DATE PREPARED 27 April 1953

REFERENCES []

PAGES 2 ENCLOSURES (NO. & TYPE) []

REMARKS []

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1. Test runs of turbojet engines at Jueterbog-Altes Lager airfield were observed only on 24 December 1952 and 15 January 1953. The testing was heard from outside the fence, but the dismantling and reinstallation of the engines was not seen. The test on 24 December lasted from about 4 to 4:20 p.m. On 15 January, there were two test runs, each lasting about 10 minutes, one at about 2 p.m. and the other one at about 4:30 p.m. It was not determined whether one or two engines were tested. The test run started with a singing noise which quickly increased in volume and pitch. After about 3 minutes, a humming noise was heard which within 1 minute, increased to a powerful roar drowning the singing noise, indicating that the engine had reached its maximum speed. This powerful roar continued until, after 10 or 20 to 30 minutes respectively, it suddenly changed to a much weaker singing noise, which was also heard on Il-28s coming in for a landing.
2. The Il-28s, which were to take-off, were towed by trucks from their parking area in front of the hangers to the northern edge of the northern runway and parked there in one line. After the towbar has been disconnected from the nose wheel, the trucks return to the hangar. About six men were standing around each aircraft for the same undetermined purpose. While the crew entered the aircraft, one man removed the cover from the air intake, and another man pushed the starter carriage to the leading edge of the right wing and connected a cable to the outer side of the turbojet engine, then he turned a wheel on the lid of the battery carriage, and the singing noise of a starting engine, as described above, was heard. About 1 minute after the humming noise had started, a flickering air jet was seen aft of the exhaust opening of the turbojet engines. No smoke was developed. As soon as the humming noise was heard, the cable was disconnected from the engine. The noise then increased to the powerful roaring which lasted for about 1 or 2 minutes and turned in to a moderate singing. It could not be determined how the second engine was started. About 6 minutes after the beginning of the starting procedure, the aircraft taxied on the taxiway to the eastern end of the runway.

3. [] the four officers who were the crew of the Il-28 []. They always rode a command car to the aircraft. The previously reported change of position of the crew was not observed again. [] repeatedly had seen that one crew member entered the nose from the right side of the plane, two men entered

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the pilots' cabin from the left side, and one man entered the tail gunners station from below. However, often it was also seen that one man entered the nose compartment, one man the pilots' cabin and two men the tail turret.²

4. It was frequently observed that a tank truck with trailer approached the aircraft. Both had oval shaped tanks of about the same size. A measuring clock with a scale up to 2300 was seen at the rear wall of the tanks.

5. Aircraft were occasionally parked in hangar No 4. During the last two months, no work was done in this hangar. The JS 1 adjustment stand was used by all types of aircraft for the adjusting in of their guns.

[redacted] Small arms
and submachine guns were zeroed in at the adjustment stand JS-2.

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1. [redacted] Comment. The plug of the battery starter carriage is connected to the engine nacelle somewhat of the cover of the landing gear door.

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2. [redacted] Comment. The information agrees with a previous report.

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